



# WINDBLOWN WITNESS

The official publication of the San Diego Region Porsche Club of America  
September 2013



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# Burmester

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# Features and Pictures



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## On the Cover



Reflections in the go-fast stripe of an outlaw 356 at the PCASDR Concours. Photo by Eric Hanauer, [www.ehanauer.com](http://www.ehanauer.com)





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|   |   |   |  |
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## On The Road

*By Bev Gould*

Summer has come and gone so fast I can hardly believe it! We have had quite an enthusiastic calendar this year and we are going into Fall and Winter at the same throttle as Spring and Summer.

First on our agenda is our annual election of members who volunteer to run for the Board of Directors. We have 5 candidates for 3 positions this year and you will find their bio's in this month's newsletter. Please fill out your ballot and send it in, it is your club and we want your vote!

This month is going to be filled with administrative chores for the Board. First we have the election, but we will also be going into budget meetings and appointing chairs for the many functions it takes to run this organization. In October we will be putting out a list of open positions available—this is a great opportunity to give back to your club and meet people.

The web team has been hard at work redesigning the PCA-SDR website. The board had a chance to look at the mock up last month and hopefully by this writing it is live. We have had some challenges with the old site crashing and causing all sorts of headaches, so the team had to put their development into high gear so we could keep the website up to date. Thanks to Marc Riesenberg and the team for all your hard work.

Our SDR Concours on August 3rd was great and we had a super turnout for the event. Mother Nature held up her end of the bargain and we had a beautiful day with 45 gorgeous Porsches on the grass overlooking the bay on Shelter Island. We want to thank Porsche of San Diego for sponsoring the event, bringing out some goodies for people to buy, and bringing those beautiful new Porsches to display. Steve and Araceli Lopez have done a wonderful job of chairing this event for the last 5 years and have decided to pass the hat to someone else next year. If you are interested, let me know! Steve has said he would be willing to help the new Concours Chair with their event next year.

In September we have another packed calendar. We will start out with our newest monthly event, The Breakfast Club, on Saturday September 7th. This starts at 9AM in Oceanside at the Pit Stop Diner. Sunday September 8th is our PCA-SDR day at the Padres Game. Even if you aren't a baseball fan, it is a great venue to have some fun at the ball park, watch the game if you like, and hang out with fellow PCA-SDR members. We are not in the bleachers, we will be in a private area with our own group, food and beverages. It is the only way to see the game! On the 2nd Saturday of every month we have our Krispy Kreme and Cars gathering at the Krispy Kreme in Clairemont Mesa. On September 21-22, the Coronado Vintage Races take place, honoring

the 50 Years of Porsche. PCA SDR will have a hospitality tent again this year, which is in a great location and gives you a chance to hang out, see the races, grab some snacks, and relax. I hope we have a great turnout of various Porsche 911s to represent the 50 years of the Porsche 911. Porsche of San Diego is sponsoring the event for us this year and will have a display of beautiful new cars on site. That weekend is also the Time Trial and DE at Big Willow. If you want to go, get your registration in now! On September 24th we will have the Last Tuesday Social at Anthony's Fish Grotto in La Mesa. This is a great opportunity to meet fellow members with no set agenda, just cocktails and dinner. The last weekend of the month we are having our PCA-SDR Zone 8 Rally, on September 28th. This is a great opportunity to put some of those new rally skills to work if you attended our Rally Schools, or see some neat roads while competing during the rally. Also that weekend is our monthly Cars and Coffee get together at the Carlsbad Outlet Center. It is a larger outing and organized by the CBad group, and we will get from 40-60 Porsches showing up.

More events are getting put on the calendar every week, so check the website for updates.

See you on the road....



Dan Chambers at the August AX



# September 2013

## 04 Wednesday Monthly Members and Board Meeting

Time:  
6:00 P.M. Social hour and food  
7:00 P.M. Meeting

Place:  
Tom and Susan Brown  
1805 Altamira Place  
San Diego, CA 92103

Details:  
The monthly meeting provides an opportunity to mingle with some of the club's most active leaders and to watch the Board of Directors in action. Food and beverages (BYOB) are provided before the meeting. All members are welcome.

## 07 Saturday Monthly Breakfast Social

Time:  
9:00 A.M.

Place:  
The Pit Stop Diner  
3825 Mission Ave, Ste D1  
Oceanside, CA

Details:  
This new monthly social breakfast meeting is designed to be a gathering place where PCA members can get together once a month to catch up with fellow members while meeting new members, and gain more information on what our club has to offer and what is to come in the following months.

## 07 Saturday Tour

Time:  
8:00 A.M.

Place:  
Hoehn Porsche

Details:  
It's another tour! You can register at [motorsportreg.com](http://motorsportreg.com)

## 08 Sunday SDR Day at Petco

Time:  
1:00 P.M.

Place:  
Petco Park

Details:  
Padres fans! Join PCA-SDR for a day at the ballpark! Overlooking 3rd base and adjacent to the Western Metal Building, Kona Cove is the perfect combination of prime baseball viewing at Petco Park and a lively atmosphere for our members to mix and mingle as we watch the game. Our private party includes an all-you-can-eat food and soft drink package for only \$37.00 per person.

## 14 Saturday Krispy Kreme and Cars

Time:  
8:30 A.M.

Place:  
4180 Clairemont Mesa Blvd.  
San Diego, CA, 92117

Details:  
Join your Porsche friends for Krispy Kreme and Cars at the Clairemont Town Square Shopping Center. Use the parking area next to the Outback Steakhouse which is just behind the Krispy Kreme as the rendezvous point. Nothing formal and no RSVP needed.

## 21-22 Saturday-Sunday Z8/SDR Willow Springs TT

Place:  
Willow Springs Raceway  
3500 75th Street West  
Rosamond, CA 93560

Details:  
The 2.5 mile road course at Willow Springs International Raceway, known as "the Fastest Road in the West", is the reference track for our area. When someone asks you for your typical lap time, this is the track they are asking about. Join us for this all-TT weekend at the track that's quick to learn, but takes a lifetime to perfect. For more information see the season flyer. Online registration: <http://msreg.us/WSIR0913>

## 21-22 Saturday-Sunday Z8/SDR Coronado Speed Festival

Place:  
Coronado Naval Air Station

Details:  
The 16th annual Fleet Week Coronado Speed Festival – "The Race at the Base" – is looking forward to a great year. Join

# September 2013

thousands of race enthusiasts and fans in this premier motorsports event saluting our nation's military.

Porsche Club Corral Parking and Hospitality Tent – Sponsored by Porsche of San Diego.

This event features fast-paced, thrilling auto racing and exhibitions for car enthusiasts of all ages at the Coronado Naval Air Station on North Island. Something for everyone: car clubs, vintage cars of all shapes, sizes and models, car show, garage tours, test drives, and vendor village. Complete event information is here. Ticket information is here.

Join your friends in the PCA at our hospitality tent and park your car in our exclusive Porsches Only Corral.



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Cayennes CAN race!

## 24 Tuesday Last Tuesday Social

Time:  
6:30 P.M.

Place:  
Anthony's Fish Grotto  
9530 Murray Drive  
La Mesa, CA, 91942

Details:  
Come out and meet your Porsche club social friends for dinner. No RSVP necessary.

Start time is 6:30 for cocktails and 7 PM for dinner.

## 28 Saturday Cars and Coffee

Time:  
7:00 A.M.

Place:  
Carlsbad Premium Outlets  
5620 Paseo Del Norte  
Carlsbad, CA 92009

Details:  
PCA-SDR Members and all Porsche enthusiasts are encouraged to join in this event on the last Saturday of each month.

## 28 Saturday Z8/SDR Rally

Time:  
9:00 A.M.

Place:  
Hoehn Porsche  
6800 Avenida Encinas  
Encinitas, CA

Details:  
See flyer on page 25



Lauren Linares



# Auto Museum

Story by Michael Harris

“Toy Cars” is still the featured display at the auto museum and is great for children of all ages. Soap Box Derby racers, bumper cars, go-karts, toy cars, and much more. Bicycles and push carts are on the main floor with more bikes in the rafters. A Junior Dragster capable of accelerating from a standing start to cover an 1/8th mile strip in 12.10 seconds is in the center. Tether Race Cars capable of running up to 205 miles per hour around a small track are in the corner. There are also model cars, a scale model 671 blown Chevrolet small block V-8 engine with twin carburetors that runs on methanol, and a scale model Sprint Car powered by a Novi V-8 with four overhead cams running methanol through four dual-throat butterfly carburetors with an electronic ignition. There is even a full scale kit-car Bugatti racer. There

are child size off-road Baja race trucks that are powered by small gasoline engines and electric motors. There is just a lot of things to see. Introductory material explaining the exhibit states: “Toys have been entertaining us for centuries. From the early days of the Egyptians to modern toys, all have been delighted with what is real and with what is left to our imaginations.” “60 Years of the Corvette” display will open in October. With support from local Chevrolet dealers, the history of the Corvette will take you from the C-1 to the current 2014 model. The new ‘Vette is considered a revolutionary departure from previous designs. In standard form, the new car is said to cover the quarter mile in 12.0 seconds from a standing start, to corner at greater than 1.0g, and still average 29 miles per gallon on the open road. Starting price is expected to be in the mid-\$50,000 range, yet performance

and appearance are said to rival Porsche and Ferrari offerings. We will have more information next month, together with photographs. Please save the date of Saturday evening, January 11, 2014 at 6:00PM to 9:00PM to help celebrate and benefit the San Diego Automotive Museum’s 25th year in Balboa Park. The event will be held at the museum and you will have a chance to enjoy the Corvette display as well. In addition to food and beverages, you will have a chance to bid on a car from the museum’s collection, all proceeds to benefit the museum. Please phone 619-398-0307 for reservations and additional information.



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Bill Behun at the August AX



SDR President Bev Gould thanking the region's volunteers at the Volunteer Party



Membership Chair Kate Mallory with Paul Coulter



# Private Pavement

Photos and text by Michael Gaston

## The Backstory

This is a story about an opportunity a low rent guy like me rarely gets to experience. A good friend of mine bought a membership in a project called “The Thermal Club” in Thermal, CA, adjacent to La Quinta, in the Palm Springs/Coachella Valley area (<http://thethermalclub.com/>). When I say “membership,” it was really more of a spot on a list for a project that promised to build a series of private road race tracks surrounded by garage/race pits, so wealthy people could leave their personal race cars at a track and go drive them in a semi-private setting anytime they like. Sounds a little too good to be true doesn’t it? At the very best it sounded like a project that may or may not be taken to completion, at least it did to me.

Well, my friend plunked down his initial investment, roughly equivalent to half the average salary of the residents in SoCAL. As time went on there were more payment milestones, with seemingly little progress on building a track...or a club house...or a road...or a phone booth. But large scale projects are like that: it takes a little trust, a lot of hope, and more than a little bit of faith.

This is a very ambitious project, by most people’s standards: 3 main auto layouts which can be connected in various forms to create a short track (1 mile), a moderate track (1.8 mile), and myriad other configurations all the way up to a 4.5 mile Le Mans style road course. Of course it will have the obligatory clubhouse, skid pad, tuning center, and track side pits to make up “The Village”, and a karting track thrown in for good measure. Quite a playground indeed.

Well, the day finally came when some

major progress had been made, and I was lucky enough to be invited to the opening day, May 25th. Only a handful of the 25 founding members were there, but most of the European marques were well represented: Ferrari, Lamborghini, Maserati, Aston-Martin and of course, Porsche, in the form of a GT2, GT3 and several Caymans. Possibly the highlight of my day, Bob Bondurant showed up with his wife and one of the instructors from his race school in Phoenix, driving a track-prepped Corvette and Cadillac CTS-V. There were a couple of Corvette ZR1s and various other cars. Some track-only car builders brought their wares as well: an Ariel Atom and another enclosed tube frame single-seater with a Ford 2.0 liter reportedly making 345 Hp.

Aston-Martin sent a new Rapide S along with a representative. I got to take it around the track, with the representative next to me, of course. It was a nice sport luxury car, but felt huge compared to the Cayman. The V-12 gave good straight line pull, and it handled well in the corners, as far as I could tell. The Aston-Martin guy asked, actually told, me to slow down in the corners, so I didn’t really get a chance to push it. Still, squealing the tires on a \$200k luxury car gives you the odd feeling like you just stole something.

## The Porsche Connection

So, I show up at check-in, just hoping no one notices I am not a member and sends me back to the clubhouse to watch. The first question I am asked is “Did you bring your own car or would you like to drive one of our Porsches?” Well, no, I didn’t bring my own car and, yes, I would very much like to flog one of your Porsches, or maybe all of them, if you don’t mind. They had 5 Cayman S models

purchased through Pacific Porsche in Torrance. Some were in box-stock trim and some track prepped with DOT race tires, race seats, roll bar, 5-point harness, rear wing spoiler, and, I am told, GT3 suspension upgrades. The Caymans offered a nice gearbox selection: some with 6 speed manual, some with flappy paddle shifters (PDK in Porsche parlance), and another model with a push button shifter instead of the paddles (I didn’t try that one). All were running with the A/C blasting full tilt, which helped take the edge off the 95 degree weather.

The first track open is Track C. We started out doing a “Lead and Follow” to get everyone familiar with the track. Starting off slowly, we then built some speed, resulting in a few nicely spirited laps. After that we were allowed to venture out on our own and dice it up a little without adult supervision. It was a fun counter-clockwise layout: 1600’ long front straight at start/finish, leading into a hairpin then another straight dumping into a double apex switch back, followed by a chicane, another hairpin ending in the 2500’ back straight to a left hand sweeper, a quick S and back to start/finish.

This was my first time driving a Cayman. I have a ’71 911T with a 3.0 liter and Webers in it—it doesn’t really compare. The 911 is raw, and the Webers snort in a cantankerous manner begging to be opened up to wide open throttle. The Cayman is civilized, spools up to 7500 RPM without any hesitation or complaint until the rev limiter lets you know it does not really appreciate 8000 RPM, thank you. And, yes, I found that out the hard way...a few times. Another reason I was happy to use their track steeds and not my own.

With the mid-engine design, the Cayman is a nicely balanced car. It had a little understeer if you came in hot

to a corner, hard on the brakes. But letting up on the brakes and steering with the throttle made everything well balanced and predictable, sliding a little but never letting go. Maybe I should have pushed a little harder, eh? Pulling out of a slow corner, it was necessary to choose the right gear with the manual transmission. The torque doesn’t seem to come on until Mr. Tach-o reads 5000. One thing that was no big surprise to me, I preferred the paddle shifter. I thought at first I would put it in full auto mode and concentrate on my cornering; that only lasted through 2 corners. The computer and I were not of the same mind, so I took over the higher functions of the nervous system. It made for a nice symbiotic relationship, I could control the upshifts and

slam (paddle?) it down indiscriminately, and the computer would make my downshift decisions for me, no accidentally over-shifting into first and sending the rear into drama. Don’t ask me how I know how that feels, the panic and soiled laundry are still too fresh in my memory.

The Cayman S with the GT3 suspension and the race tires ran the best. I am not sure if it was the suspension, the slicks, the racing seat or a combination of it all, but it felt more planted and quicker everywhere. The paddle shifter may have been a little faster overall, especially in the straights, but the GT3 prepped car just felt more solid. In both cars I could only get up to 110 MPH on the back straight, coming out of the slow second gear

hairpin, but I imagine a better driver could do a little more in the same car. Still, I had the loud pedal on the floor and drifted to the rumble strips on the hairpin exit.

It would be easy to get addicted to something like this; fortunately financial constraints and family obligations will never allow it for me. After the initial buy in, purchasing a deeded lot, and paying membership fees, there is still building your garage/man cave to think about. All told it should be deep into 6 figures, probably rounding up to 7. None the less, it is nice to know things like this exist, just in case I find a storage locker full of \$100s.



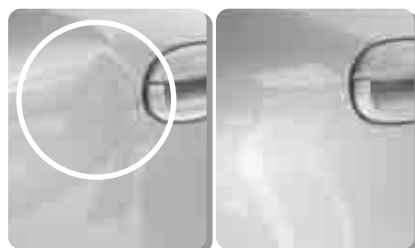
Track map



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CONTACT: Keith or Martha 619 938 2697/ [charity@pcasdr.org](mailto:charity@pcasdr.org)



# Monterey Historics Weekend

*Story and photos by Michael Harris*

Mid-August has been a Porsche fan's best time of the year if you are in Carmel-by-the-Sea, Monterey, Pebble Beach, Pacific Grove and Mazda Raceway at Laguna Seca, as well as the Carmel Valley. This week has become a week-long love fest with new and old classic cars. Tuesday features the Streets of Carmel Concoors, followed by the Small Cars Concoors on the streets of Pacific Grove. Thursday honors the Pebble Beach Concoors entries as they complete a rally on the roads around Pebble Beach and Carmel and line up on Ocean Avenue in Carmel for a catered lunch, while thousands of visitors snap pictures and listen to the event moderator inform you of details about the owners and cars. On Friday one can venture out to Carmel Valley to attend one of several auto events including the "Legends of the Autobahn" Concoors featuring Porsche, BMW, Audi and Mercedes. Friday, Saturday and Sunday are racing days at Mazda Raceway Laguna Seca featuring 16 different races over two days. Sunday is the Concoors d'Elegance at The Lodge at Pebble Beach. Between the Pebble Beach Concoors and the races at Laguna Seca, plus the auctions being held all over the Monterey Peninsula, you are almost certain to see just about every car you have ever lusted over, plus hundreds more that you are certain to lust over now.

Corvette was the featured marque at Laguna Seca in honor of the 60th Anniversary of the Corvette, plus the introduction of the new 2014 "all new" Corvette. The honored marque at the Pebble Beach Concoors was Lincoln. Even the Ford Museum presented a car, a 1950 Presidential Limousine used by President Truman. BMW's 507 roadster was also featured, as well as Aston Martin, Ferrari, and more. Porsche was well represented at all the venues, including the new 918 in silver grey metallic at the Concoors.

Starting out with the Carmel Concoors, Skip and Lesley Shirley showed their beautiful Devin-Porsche sports racing car in silver. Vince and Cecelia Knauf also showed their Isetta/BMW in red. Porsche 356 models, early 911s, and 1973RS Carreras were the Porsches that dominated the P-car display. These were all beautifully prepared cars. The Streets of Carmel Concoors has really grown to include some wonderful cars. There were also a number of 1950s German "Specials" based on Volkswagen components that were displayed. One of these cars, a 1956 Denzel 1500 International Sport, also competed in Race 5B (Sports Racing and GT Cars, 1947-1955) at Laguna Seca on Sunday, 18 August. The Denzel was built and sold by an Austrian car seller during the 1950s. The Denzel 1500 looked very much like a 550 Porsche Spyder, but was powered by a modified VW opposed-four motor displacing just over 1500cc, with dual carburetors and modified heads running through a modified VW transaxle. According to the gentleman showing the Denzel, the engine also featured aluminum piston rods, and the car was super light, making it competitive in the 1500cc class. In fact, this little car ran very well and finished 5th overall on Sunday behind some much more powerful specials. The quality of the restoration of all these cars was first rate.

Mid-week features the Little Car Display on the main street of Pacific Grove between the old department store and the Post Office. There were a number of Austin and Morris Minis, including an original British owner 1959 Traveller (Woodie Wagon to us Yanks) powered by its third 850cc 4-cylinder motor. Your faithful scribe had ordered a 1967 Morris Mini 1275 S from the Frankfurt, Germany importer in fall 1967. The thinking here was that we needed a bigger back seat for two little children, and our then 1964 Porsche SC coupe was too expensive to bring back to the States. The Mini S was ready for shipment to Germany from England when the British dock workers went on strike.

Having already sold the Porsche, we opted to purchase a 1967 Morgan +4 four passenger Tourer instead. Having had several minor mechanical issues with the Morgan (air cleaner falling off onto the autobahn and water pump fan breaking) we were later told that the TR-4A powered Morgan should run at least 100,000 miles before any serious issues, whereas the overstressed Mini with BMC's formula engine had a tendency to break cranks and other major and critical engine parts. The Traveller's owner confirmed he had had tons of fun with his Mini since college days when he purchased the vehicle, but engines did not last forever. Several Lotus 7's also were stand outs. One was a recently restored 1965 Lotus with a 1500cc in-line 4-cylinder engine, twin Weber carbs and 4-speed transmission. The owner raced the car, and with a 1,300 pound or so weight, the car was a rocket up to about 100mph. We also saw several Crosley autos and a variety of interesting cars, including the Knaufs again with their Isetta.

Thursday features the Pebble Beach Concoors d'Elegance cars that take to the roads around Carmel and arrive about 11AM or so to park along Ocean Avenue, while the owners attend a private luncheon and their assistants tend to the cars. This is a preview of the cars we will see on Sunday at The Lodge at Pebble Beach. For those unwilling to shell out \$225 for an advanced ticket or \$275 at the gate for the Concoors, this is the only opportunity to see the "show" cars, and it is always well attended. Owners and their mechanics/detailers/restorers are usually willing to share their stories about the cars. One of our favorites was a 1937 Lincoln-Zephyr coupe sedan in an original color, tan-brown with a red stripe. Powered by a flat head V-12, these cars were known to have engine issues. The owner, Dave Caparone of the Caparone Winery in Paso Robles, assured us that he had remedied the engine issues by having the block recast in more appropriate metals, adding an additional oiling line from the oil pump to ensure



Porsche Row at RM Auction Monterey with 356B cab, 959, 935, 911S and a 962 around the corner



Vince & Cecelia Knauf with their BMW Isetta at Carmel Streets Concoors



more adequate lower end lubrication, and had driven the car long distances across several states while touring. Impressive! Having discussed car maintenance with several car owners near our age, the consensus was that as we did not have the money to pay a mechanic to repair our cars back then, we either did it ourselves or we walked. Plus the fact we did not have Game Boys or cell phones to distract us.

If you visit the downtown area of Monterey, you will see RM auction cars in and around the Portola Hotel and the parking lots near by. At the Portola Hotel itself was one of the featured cars, a NART Ferrari 275 GTB/4 S. The car sold for an astounding \$27+ million dollars. Several Porsches caught our eyes, including a 959 all wheel drive in stunning grey metallic, a Rob Dyson Racing 962, a 1960 356B Roadster and a 356B cabriolet. The roadster was painted silver with red interior (not original colors per the Certificate of Authenticity) and the cab was silver and black, also non-original colors. The placards indicated the cars would bring in the mid to high \$180,000 range. Having owned two 356 C models, one becomes familiar with door and hood fits and gaps, proper methods of securing the bumpers to the chassis, proper sizes of wheels, etc. Tom Brown joined us and we ran into 356 expert Prescott Kelly at the Legends event and discussed the two open 356 Porsches at the RM auction. Prescott confirmed what we had seen. For anyone contemplating a 356 purchase, please consider retaining an expert to assist you. This is good advice for any used vehicle purchase. And utilizing a Pre-purchase Inspection at any one of our Porsche repair facilities advertising in the "Witness" will give you peace of mind about your purchase. The media reported that sales prices at the various Monterey auctions were record setting. Unfortunately, several other records were broken. Four classic cars were stolen over the weekend. Three were stolen from auction

houses wherein unsold vehicles were stored after the auctions. One was a 1961 Chevy Impala SS 409 convertible with 4-speed that was a "no sale" at \$220,000. A 1961 Chevy Impala convertible and a 1957 Bel Air convertible also were stolen. A 1962 Corvette set up for racing at Laguna Seca was stolen from the B&B where the owner was staying. No other information was available.

Friday offered lots of automotive distractions in the Carmel Valley. We traveled out to the Carmel Rancho Canada Golf Course to view the "Legends of the Autobahn." Said "Legends" event included Wash and Shine classes for Porsche, Audi, BMW and Mercedes. Tom enjoyed conferring with many of the PCA National folks, including new Panorama editor, Pete Stout. We both complimented Pete on such a wonderful publication after the many years of success achieved by Betty Jo and Leonard Turner. If you liked the "snap" of the last two covers and the new artistic layout, you may have noticed that Road & Track's previous Art Director, Richard Baron, is now the Creative Director for Panorama. We also saw SDR members Neal Appel and Dee House there. The "Legends" display is a ton of fun. With all the well prepared German cars on display, there are also a lot of clean and unusual cars in the parking area. Fine German cars from the 1950s, 60s, 70s and 80s abound. For Porsche people, this is definitely a must see. And the German lager was free.

Saturday and Sunday are racing days at Laguna Seca, offering a full slate of eight races each day. Saturday is by far the busiest day. The pits are full of race cars and their drivers and crews, the concession stands have lots of food and goodies to tempt you, and the displays are in great shape. As Corvette was celebrating their 60th anniversary, many concours-class Corvettes were displayed, including a 1957 with 283ci V-8 engine mounted with a Rochester fuel injection unit offering 283hp. This was the first

production car to offer one horsepower per cubic inch. Also on display was a 1960 Corvette race-prepared by Briggs Cunningham to contest the 24 hour of Le Mans. The Corvette won its GT class and finished in the top six overall, a tremendous achievement at the time. A black 1967 convertible with 427ci motor was also displayed. The new 2014 Corvette was also here, and to see the car up close allows one to understand what all the shouting is about. This is a nice car with tremendous performance for around \$60,000. Bet they sell a ton. There were also a number of Le Mans competition Corvettes on display.

Going into the pits we saw SDR member Joe Hofmann who was there to race his Corvette. SDR member Don Anderson had his immaculately prepared orange and blue Bobsy-Porsche SR-3 sports racer placed in a class of 1960-1968 Sports Racing/USRRC cars, including Lola T-70s powered by big American V-8s. (Traco Chevrolets perhaps?) Don has been honored in the past by receiving the Porsche Family's index of performance award by beating much larger and more powerful cars. Don explains that one of the results of the tremendous success of this weekend of racing is the fact that many more cars are being accepted, and the only way to let everyone race is to combine the classes, with big bore machines running against the smaller cars. Even so, his Race 4A on Saturday was exciting and Don still beat a lot of the big bore cars.

Another SDR racer driving a Detroit car was Mike Gagen in a Chevy Camaro. It was not a good weekend for either driver. Joe was ill and declined to drive while Mike was belted up for his heat when he became aware of a brake issue. The left rear brake was malfunctioning, and with the grid forming up it was too late to make repairs. There is always next year. Stanley Gold had several beautiful Porsches on track, and long time Porsche racer Ransom Webster from Reno had several beautiful Porsches

on the course, including a 1976 935 K3 originally built by the Kremer brothers. Another 1976 935K3 was driven by longtime 356 racer Steve Schmidt from Orange County. Sunday is a more relaxing day to hit the track, as the attendance is a fraction of the Saturday group. We stayed until the last race on Sunday, Race 8B featuring all Porsche 911s, known as the Weissach Cup. There were over 40 cars qualified for this race, but an earlier Sunday race featuring these cars

had resulted in four or five cars coming together, so for the cup race, the cars were divided into two groups. The first group had the faster cars, supposedly, all of which had wings or tails and a bit more horsepower. The wingless cars were in the second group. Porsche factory driver Jurgen Barth started a minute behind the first group in position number 38 for an eight-lap race. By the end or eight laps, Barth had gone from 38th to eighth place. Great race!

As all who have a chance to attend these great events will attest, there are few car events that are so full of different and wonderful cars to see, hear, and experience. There was even a free Scotch tasting opportunity at the Carmel Plaza featuring a classic 2002 Morgan Plus 8. Something for everyone. Hope to see you all here next year.



1966 VW race car transporter was beautifully restored by local Porsche restoration shop



Skip and Leslie Shirley's Devin-Porsche racer at Carmel "Streets" Concours



Carmel Streets Concours-1956 Denzel 1500 spyder also raced at Laguna Seca



Lotus 7 racer at Pacific Grove Little Car Concours



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# SDR Concours d' Elegance

Text by Araceli Lopez

The Concours d' Elegance at Shoreline Park was held on August 3rd. This Concours event was very bittersweet for the Lopez family, as this was the 5th year as Concours Chairs for my father and me, and it was also our last year organizing and conducting this event as a family. Nevertheless, the Lopez family looked forward to this event for many months with anticipation and excitement. Many people came out and gathered to enjoy our event and the day. The weather was absolutely perfect. The sun was shining bright and there was a slight San Diego Bay breeze. It was a great feeling being told by everyone that they were having a great time enjoying the event and loving the weather!

In total, there were 45 beautiful Porsches featured in various divisions. Our generous sponsor, Porsche of San Diego, even attended with their own goodie store and displayed the new Cayman and Panamera!

The Display Division was comprised of 10 Porsches, including Rich Fatuzzo's always popular 2008 Boxster Spyder, Doug Dill's 1973 911E, and Mike Avitt's 1999 Carrera.

The largest Division was Wash & Shine, with a total of 13 Porsches. This division included Ted Myrus' 1964 356, Gregg Stavros' super clean 2007 997, and Jim DeMocko's 1978 924.



The Street Division contained 10 Porsches, including Yolanda Borner's fancy 1961 356, Dick Douglass' 1965 356 from SBR, and Dale Sommerfeld's 2007 997 Turbo.

The prestigious Full Concours Division included 4 Porsches, featuring Steve Vining's 1975 911S and Paul Young's 2006 997S, among others.

The Ubergang Division consisted of 3 Porsches, including Karen Nedza's 2008 Cayman (I will have my own Cayman one day!) and Concours 1st timer Rafael Gomez's 2012 911CS2.

The smallest division was Unrestored with 2 Porsches. Doc Pryor and Linda Cobarrubias attended with their 1997 993 and even brought their "fur babies" to enjoy the day.

Thank you to all of our participants! It was great seeing everyone again and meeting new friends. Congratulations are once again in order to all of our winners!

The Best in Class Winners were Bill Clevenger in Wash & Shine with his 1963 356 from GPX, Joe Nedza in Street with his 1963 356, David Walker in Full Concours with his 1970 914, Michael Harris in Ubergang with his 2008 Cayman, and Doc Pryor & Linda Cobarrubias in Unrestored.

I would like to express a big thank you to all of our Judges for their hard work. Special Thanks to Joe Nedza as

our Head Judge! Thank you to those who volunteered to be judges on such short notice. Thanks to Rich Fatuzzo for being our event photographer. Also, thank you so much to our volunteers, who assisted with unloading all of the equipment, setting up, ramp watch, car placement, judge timing, score sheet running, breaking down and reloading our U-Haul at the end of the event. Thank you to El Rodeo for once again providing us with delicious Mexican food that everyone enjoyed. Thank you to our spectators for coming out to our event! My family and I look forward to being participants and spectators in the future.

A huge special thanks to my dad, Steve Lopez, for being my partner in crime for the last 5 years in organizing the Concours events. I know that at times I am not nice...but thanks for always allowing me to pretty much "call the shots." To my mom and sister, Maria and Anysse, thank you for being our severely underpaid busy laborers, who have assisted us with new ideas, and for picking up the slack. After all the ups and downs of organizing, these events actually do bring us closer together as a family! Finally, thank you to the San Diego region of the Porsche Club of America for allowing us to serve you as the Concours Chairs. It has been our honor and we have enjoyed every moment!



| Last Name           | First Name    | Region | Year | Model          | Division      | Class | Place | Best of...            |
|---------------------|---------------|--------|------|----------------|---------------|-------|-------|-----------------------|
| Fatuzzo             | Rich          | SDR    | 2008 | Boxster Spyder | Display       | 0     |       |                       |
| Dill                | Doug          | SDR    | 1973 | 911E           | Display       | 0     |       |                       |
| Petrillo            | Frank & Gene  | SDR    | 2002 | 911            | Display       | 0     |       |                       |
| Abken               | Alfred        | SGV    | 1982 | 931 Coupe      | Display       | 0     |       |                       |
| Raines              | Andrew        | SDR    | 2008 | Cayman         | Display       | 0     |       |                       |
| Dorrance            | Gary          | SDR    | 2009 | Cayman         | Display       | 0     |       |                       |
| Simion              | Gabriel       | SDR    | 1998 | Carrera S      | Display       | 0     |       |                       |
| Avitt               | Mike          | SDR    | 1999 | Carrera        | Display       | 0     |       |                       |
| Marshall            | Larry         | SDR    | 1999 | Carrera        | Display       | 0     |       |                       |
| Blegner             | Diana         | SDR    |      |                |               |       |       |                       |
| Myrus               | Ted           | SDR    | 1964 | 356C           | Wash & Shine  | 1     | 4     |                       |
| Adler               | Fred          | SDR    | 1962 | 356            | Wash & Shine  | 1     | 3     |                       |
| Clevenger           | Bill          | GPX    | 1963 | 356            | Wash & Shine  | 1     | 1     | Best of Wash & Shine  |
| Moore               | Robert        | SDR    | 1967 | 356            | Wash & Shine  | 1     | 2     |                       |
| Ochtun              | George        | SDR    | 1968 | 912            | Wash & Shine  | 2     | 1     |                       |
| Holt                | Karen         | LAS    | 1995 | 911            | Wash & Shine  | 3     | 2     |                       |
| Braun               | Salomon       | LAS    | 1984 | 911            | Wash & Shine  | 3     | 1     |                       |
| Stavros             | Gregg         | SDR    | 2007 | 997            | Wash & Shine  | 4     | 1     |                       |
| Slocum              | Lou           | SDR    | 2008 | Cayman S       | Wash & Shine  | 5     | 1     |                       |
| DeMocko             | Jim           | SDR    | 1978 | 924            | Wash & Shine  | 6     | 1     |                       |
| Laccese             | Rich          | SDR    | 1994 | 968            | Wash & Shine  | 6     | 2     |                       |
| Chamblee-Rickard    | Sunceray      | SDR    | 1990 | 994            | Wash & Shine  | 6     | 3     |                       |
| Herritt             | Melenie       | SDR    | 1980 | 928            | Wash & Shine  | 6     | 4     |                       |
| Goodman             | C             | SDR    | 1971 | 911S           | Full Concours | 3     | 1     |                       |
| Vining              | Steve         | LAR    | 1975 | 911S           | Full Concours | 4     | 1     |                       |
| Young               | Paul          | SDR    | 2006 | 997S           | Full Concours | 7     | 1     |                       |
| Walker              | David         | SDR    | 1970 | 914-6          | Full Concours | 8     | 1     | Best of Full Concours |
| Pryor & Cobarrubias | Doc & Linda   | GPX    | 1997 | 993            | Unrestored    | 6     | 1     | Best of Unrestored    |
| Greene              | Rob           | OCR    | 2005 | 996TT          | Unrestored    | 7     | 1     |                       |
| Harris              | Michael       | SDR    | 2008 | Cayman         | Ubergang      | 2     | 1     | Best of Ubergang      |
| Nedza               | Karen         | OCR    | 2008 | Cayman         | Ubergang      | 2     | 2     |                       |
| Gomez               | Rafael        | SDR    | 2012 | 911 CS2        | Ubergang      | 3     | 1     |                       |
| Nedza               | Joe           | OCR    | 1963 | 356            | Street        | 1     | 1     | Best of Street        |
| Wainscott           | Ben           | SDR    | 1965 | 356            | Street        | 1     | 3     |                       |
| Barbae              | Robert        | SDR    | 1963 | 356            | Street        | 1     | 4     |                       |
| Miller              | Julie & Chris | SDR    | 1965 | 356            | Street        | 1     | 2     |                       |
| Borner              | Yolanda       | LAR    | 1961 | 356            | Street        | 2     | 3     |                       |
| Douglass            | Dick          | SBR    | 1965 | 356            | Street        | 2     | 2     |                       |
| Myamoto             | Daryl         | SDR    | 1968 | Speedster      | Street        | 2     | 1     |                       |
| Griffin             | Beverly       | SDR    | 1970 | 911            | Street        | 3     | 1     |                       |
| Hoskins             | Steve         | SGV    | 1968 | 911T           | Street        | 3     | 2     |                       |
| Sommerfeld          | Dale          | SDR    | 2007 | 997            | Street        | 7     | 1     |                       |



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Jan 26-27 Chuckwalla (clockwise) DE/TT

May 6 - Auto Club Speedway infield DE

April 5-7 Zone 8 California Festival of Speed  
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Sept 21-22 Willow Springs 2.5 mile TT

Oct 19-20 Chuckwalla (counterclockwise) DE/TT

Nov 16-17 Buttonwillow TT & Club Race



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The classified ads service is managed by the AD2AD Network ([www.ad2ad.com](http://www.ad2ad.com)).



# Back to (Rally) School Time

Text by Tom and Bev Gould  
Photos by Rich Fatuzzo

San Diego Region's second rally school of the year exceeded expectations. The successful first rally school in May had brought out 17 cars and 40 participants, so we were expecting about that many for our July school. We were very surprised when we filled all our registration spots early, and a waiting list started to form. Not wanting to disappoint, we worked out the logistics with our sponsor, Hoehn Porsche, and we were able to provide for everyone who wanted to attend. We finally ended up with 37 cars and 80 participants. Our attendees had a wide range of experience, including members who were attending their first-ever region event, people who had never been on a rally before, all the way to 40+ year members with years of rally experience.

Hoehn Porsche generously let us take over their entire showroom to hold the school. The arriving students were

provided with a light breakfast by our sponsor, who also provided lunch for everyone after they returned from the practice rally.

The school format consisted of a one hour classroom presentation on the basics of time-speed-distance (TSD) rallying, a one hour+ rally around the industrial parks of Carlsbad and Vista, and then a wrap-up session after the driving to go over what was learned.

The school covered the basics of rallying, including understanding and interpreting rally jargon, how to follow instructions and maintain an average speed. As with any sport, sitting in class only gives you a basic understanding, whereas the real learning comes from doing. Once they were out on the rally course, they could finally put together what was learned in class. Nothing beats getting out there and actually doing the task.

Some found the course to be a bit challenging, and some u-turns and

backtracking took place, but all the cars made it back to Hoehn Porsche and turned in their scorecards. Scores were tallied afterwards, and there were some surprisingly excellent scores from our beginner rallyists.

Special thanks to Paul and Ruth Young, and to Z8 Rally co-chair Revere Jones, all of whom helped with registration, checkpoints, scoring and support. Nothing like having the best to help out!

SDR will be hosting a ZONE 8 TSD Rally on Sept 28 (starting at Hoehn Porsche). It will be a nice drive of some of the great roads in East county; a 4-hour rally which will end in Escondido area. Our students should be ready for the challenge, but for those who couldn't make it to either rally school, you should still have a great time. The rally is written with the beginner in mind, but still has challenges for the experts. Hope to see you there!



First place winners!



Ann Archibold



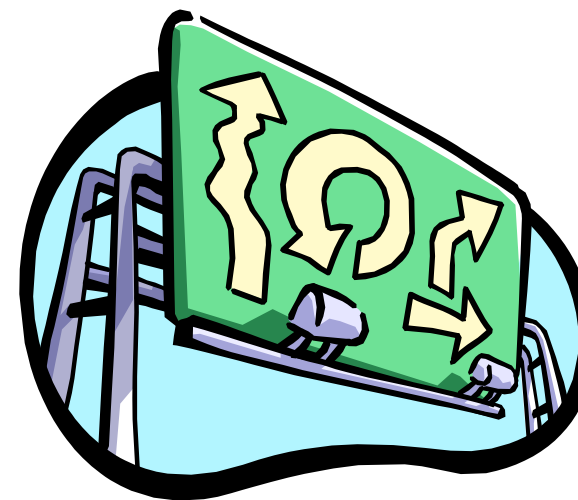
Rally School participants



## PCA San Diego Region Zone 8 Rally Saturday, Sept 28, 2013

Sponsored by

**Hoehn  
CARLSBAD**



**A Time-Speed-Distance Rally on  
Fun San Diego County Roads.  
Tour Instructions Available (no Traps)**

|                 |              |
|-----------------|--------------|
| Check In:       | 9:00-9:30 AM |
| Driver Meeting: | 9:30 AM      |
| First Car Out:  | 10:01 AM     |
| Duration:       | About 4 hrs  |

**Registration:** <http://msreg.us/PCASDRRally2013>  
Please use the above link for registering if possible  
Requires MotorSportReg account (safe, easy, free)  
Prefer OnLine, but if mailing, send Driver, Navigator and class, plus \$30 Check payable to "PCA SDR" to Paul Young, PO Box 292, Descanso, CA 91916

**Cost:** \$30 Pre-Register paid on-line (Link Above)  
\$40 after September 21

**Rules:** <http://zone8.pca.org/rules/2013/2013Z8Rules.pdf>  
All Zone 8 competitive classes, including touring class

**Start Location at our Sponsor, Hoehn Porsche:**

Interstate 5 to Palomar Airport Road exit in Carlsbad (Northwestern San Diego County);  
West On Palomar Airport Road; South on Avenida Encinas. Hoehn Porsche will be on your left after about a mile. 6800 Avenida Encinas, 760-438-4434. (Rally End location at restaurant not far from the Start)

**More info:** Paul Young 619 884-4739  
[paul@deadpetsracing.com](mailto:paul@deadpetsracing.com)





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Deadline for Corral pass requests is September 14th, 2013.

For more info, contact John Bell at [porhist@aol.com](mailto:porhist@aol.com) or log on to the club website calendar at: <http://pcasdr.net>

**Tickets:** you will need to buy a general admission see link <http://www.coronadospeedfest.com/>

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# SDR Election Time

PCA-SDR Members,

Once again our annual election is upon us. The PCA-SDR Nominating Committee was comprised of Jim Binford, Jackie Corwin, Victoria Varon, Leigh Rayner, Martha McGowan and Don Middleton. The committee is pleased to present a slate of five well-qualified candidates for the three open Board positions. You'll find their biographies on the following pages. The postcard size ballot has been inserted in this issue of the Witness and is self-addressed for easy mailing. There is a phone number printed on this ballot if you choose to submit it by fax. Either way it is important that you include the name and/or membership number of the primary member (and associate if applicable) on the ballot.

Your Nominating Committee submits that each of the candidates running for the 2014 board has the ability to be a valuable and contributing board member. Each candidate has a proven track record of accomplishment within the club and a strong desire to continue the excellent events that our region's members have enjoyed over the last year (with gratitude to all our current chairs!). Our thanks go out to all those who have volunteered to run. Whether elected, or not, your efforts are greatly appreciated!

Members will be voting to select three new board members in this election (for a two-year term). Eligibility to vote does require current membership status (with a 30-day grace period for those in a "renewal" status) and is open to all primary and associate members. The three new board members will join returning board members Jim Binford, Jerry Bumpus, Mark Rondeau, and Paul Young Jr. to select the club officers for 2014 (President, Vice President, Secretary and Treasurer).

Please take a few minutes and fill out the enclosed ballot. Ballots must be received by Saturday, September 28, for your vote to be counted.

Thank you, on behalf of the Nomination Committee.

Beverly Gould  
PCA-SDR President

**Dan Carusillo**

Friends, why was 1964 such an iconic year? If you said "that's when the 911 debuted," I guess partial credit is in order. If you asked my Mom she would most definitely tell you "that's when Dan debuted." Things commonly happen in threes, good things actually; the 911, PCA SDR, and me! I am lucky to be in that group.

Not only am I lucky, but I am also honored and humbled to have been asked to sit on the Board. Really, to even be considered, along with the other fine candidates, is flattering. I am a product of this club. From PDS, DE School, AX, TT and racing, the Members have given me so much. I want, no, I need to pay this forward.

Despite my efforts, I may not have met some of the Club members. Originally from Washington, D.C. my lovely wife Katina and I moved to California 23 years ago. We have two grown sons, one of whom also has the racing bug. I blame his Mother. To pay for cars, tires, gas and beer I have kept my day job. I am a private practice Physician.

Thanks for taking the time to read up on all of the fine candidates, and also for voting. No matter who you pick, I don't think you can go wrong. See you at the track, Dan.



**David Malmberg**

David Malmberg, with a lifetime of racing experience and a passion for the vehicles, activities, and lifestyle pertaining to the Porsche Club of America, is pleased to announce his candidacy for the Board Member position. After 35 years as the Development Engineer at Scripps Institute of Oceanography, now owner of a custom scientific instrument design company known as Malmberg Design, 'gearhead' may be an understatement.

David is extremely enthusiastic about PCA driving events, and hopes to emphasize their positive impact on the club, while recognizing the importance of all club activities. Not only has Mr. Malmberg been a PCA member since 2007, a National DE Instructor since 2008, and the Alternate Safety Chair for several years, but he also truly loves the culture of the club and has a deep understanding of the sport. David hopes to show his dedication to the Porsche Club of America through the Board Member position, and very much appreciates each and every club members' consideration.

**Javier Varon**

I remember being a kid in the 80's and dragging my parents to the local Porsche dealership in Burbank to ogle the new 944s and 911s of the day. Back then, I loved those 944 pop-up headlights!

Fast forward to the early 2000s, I landed my dream job working out of the Walt Disney Studios running actor/producer Edward James Olmos' production company. I remember pulling into Edward James Olmos' house and there, sitting on the driveway, was the most beautiful Guards Red 930 Turbo I had ever seen. He told an interviewer once that he bought it at a DEA auction and that it used to belong to a drug dealer. Whether that was a true story or not, I never did ask...actors do have a penchant for the dramatic. It was going for rides in that 930 that reignited my passion for the brand. It would be five long years before I would own my first Porsche (a 993) and eight before I would own my first turbo, a 1996 Ruf Turbo R, but that's another story.

While I have been a PCA member since 2005, some of you don't know me, yet. Since my wife, Victoria Varon, became social chair, I've become more and more active in the club. I've met some great folks and I'm looking to contribute in any way that I can. Like Victoria, I know I bring assets that will improve everyone's experience and help us grow this club. As the owner of a real estate company now, I know what it's like to work independently and with varying personalities to achieve a common goal. Being in my 30's, I would also like to reach out to younger members and help get them involved in all aspects of the club. For me, it's about the people and community this club creates. Because even though we are brought together by our funny shaped cars with the engine in the wrong place, we stay because of the people.





**Keith Verlaque**



I joined PCA-SDR in 1996 and have met some really interesting people through our club. I have definitely benefitted on many fronts from the experiences that I have had with SDR and I've tried to "give back" by volunteering to help – an act which has rewards of its own. In SDR I have served as President, Vice President, Board Member-at-Large and Chief Driving Instructor. I've also been the chair of tours, autocross, charity, dealer liaison, and tech sessions. If you have been involved in our club, I have probably toured/ autocrossed/ rallied/ concoured with you - or perhaps instructed you at an autocross in my yellow RS America. I'm the English chap who has most likely talked your ear off at a social event...and I hope that you enjoy club activities as much as I do.

My reason for asking for your vote is that I feel I'm ready to contribute at Board of Director level to the tasks and activities that make our club as much fun as it is. I recognize we all have busy schedules and few of us have the luxury of being able to attend as many events as the hard-core enthusiasts. I believe that by listening to what our active members want and by seeking feedback from the occasional participants, we can invigorate SDR and involve some new faces with new ideas to perhaps help the stalwarts avoid burn-out by injecting assistant chair positions with new blood.

So how exactly do we do this? Well, we could start by having a suggestion box or idea/feedback page on the website and in the region newsletter. We could continue by communicating what is involved in each of the events the club does – we need to get the word out to all. I would like to see things such as more driving tours, tech sessions, progressive dinners and mystery weekends. If you agree, please join me in volunteering to help organize these events or maybe suggest other activities. I feel our club is on the verge of some significant improvements in many things we do and all it needs is more people to say "OK, why not? How can I help?" Please give me your vote so we can get the ball rolling. Thank you. Keith Verlaque.

**Don Auten**

**Professional Information**

27 year career as Naval Officer and TACAIR pilot  
Navy Strategic Plans Officer  
Command Tours as Commanding Officer VFC-12 and Naval Air San Diego Command

**Current Employment**

Commander, Naval Special Warfare Command Force Manpower Planner/  
Analyst

**Education**

Naval War College , Newport, Rhode Island US ; Master in National Security & Strategic Studies  
Salve Regina , Newport, Rhode Island US ; Master in General Management  
California State University, Long Beach, Long Beach, Ca; Bachelor in Industrial Technology, Electronics



**PCA/SDR Participation**


Autocross Co-Chair and track designer – 2011  
Tech Inspector – 2012-2013  
Ax Instructor – 2010-2013

**Vision for PCA**



Part of my application included a listing of my club interests and to address what I feel I could contribute to make our club even more effective for the members in 2014. Pretty easy homework assignment ... at least the first part.

I've had 14 Porsches: that love affair with Stuttgart machinery began at age 17 when I bought my very first Porsche. That was a 1957 Porsche Carrera—a real race car that had seen way too many races. It cost me \$750 and never mind the fact that I had to have it towed home and it was actually powered by a Corvair engine—it said Porsche on the emblem and that was good enough for me. So I was hooked at an early age and despite my well intentioned efforts to get off of Porsches, I have failed miserably. I joined PCA in 2007 and found way more than I thought possible in the enthusiasm and hyper-interest in the Porsche brand and in the camaraderie associated with sports cars in general. As a member of PCA, I find my self happily surrounded by friends and machinery I understand and can relate to.

The second part of the response is a bit more difficult to put into words not because I don't think I can contribute but because I'm not sure I can make it more effective. Said differently, I think the efforts of our club's leadership have been magnificent across the board. The focus, the sacrifice, the extraordinary resources that our directors and volunteers have invested has been phenomenal. But since I entered the club some six-years ago, I've seen little change in the key personnel doing the heavy lifting. If I were to target a single area in which we might improve, it would be to help generate the same level of enthusiasm and interest in more of our club members. I recognize this may be a bit of an over-reach, but I think it important, for the sustainment and future development of the club to tickle the interest and expand the base of our future volunteers and club leadership.



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| Sunday               | 7 am to 5 pm | Qualcomm Stadium | Non-Competitive autocross |

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# Membership

## New Members

Analiza Barte  
San Diego, CA  
2006 911 Cabriolet

Greg Chen  
Arcadia, CA  
2007 GT3 Coupe

Ray Dexter  
Jamul, CA  
2013 911 Coupe

Pip Hancox & Monique Hancox  
Temecula, CA  
2007 Carrera S Coupe

Janice Jaraicie & Daniel W. Bunn  
Rancho Santa Fe, CA  
2010 Cayman S Coupe

Don Kennedy  
Poway, CA  
2009 Cayman Coupe

Lynnet Koh  
Carlsbad, CA  
1999 Carrera

Lexi Kubista  
Chula Vista, CA  
1987 951

Chris Kunis & Diane Kunis  
Escondido, CA  
2007 997 TT Coupe

Mike Leahy & Elizabeth Leahy  
San Diego, CA  
1956 356A Speedster

Josh Lee & Marcela Garcia  
San Diego, CA  
2001 996 Coupe

Nelson Manville  
El Cajon, CA  
2005 911 Carrera Cabriolet

Larry Marshall  
San Diego, CA  
2012 997 GTS Coupe

Alessandro Monge & Rosemary  
Sampogna  
Del Mar, CA  
2014 911 Cabriolet

Mark Nelson  
Carlsbad, CA  
1997 993 Turbo Coupe

Theo Shreve-Russell & Doug Russell  
San Diego, CA  
1978 930 Coupe

Peter Smidth & Niels Smidth  
San Luis Obispo, CA  
1979 911 Coupe

Raluan Soltero  
San Diego, CA  
2013 911 Cabriolet

Edwin Van Es  
Carlsbad, CA  
2008 911 Carrera Cabriolet

David Whitlam & Julie Whitlam  
Encinitas, CA  
2013 911 S Cabriolet

Wade Wilde  
Escondido, CA  
2007 GT3 Coupe

Mason Zhao  
Santa Rosa, CA  
2000 911 Coupe

## Anniversaries

### Five Years...

Peter Bartoli  
Adam Gill  
Andrew Kemal  
Bill Sardella

### Ten Years...

Terry Barnum

### Fifteen Years...

Doug Briggs  
Kathleen Jones  
Rick Korfin  
Ricardo Romero

### Twenty Years...

Charlie Kleinhans

## Membership for August 2013

Primary Members: 1472  
Secondary Members: 1056  
Total Members: 2528



# Classifieds

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1980 911SC 142K Miles SOLD 3rd owner; lowered, red, good condition, \$4K recent engine work. Nu Michelins, \$10,000. SOLD! Russ or Melissa 404 4333992 619 540 9030

1984 Europ. Spec. 911 Carrera Immaculate Targa-231 hp 3.2 Liter Euro Spec 911. Black/Black Targa. 73k. Records, Collector owned. Fresh Yokohamas. Needs nothing. Not available for sale to CA residents due to ROW VIN. Price just reduce to \$USD 17,500 -Baby coming. Mike 858 337 5001

1987 Carrera Coupe 26,900 57K MILES, Beautiful original paint, Red with guards. Black leather, everything looks, works like new. 225/40 and 255/35 F-1 18' turbo wheels (760) 716-4486

1993 928 GTS Auto., polar silver/light grey, exc. cond. new timing belt & water pump, 83000mi, 38,000 (619) 429-5328

2000 911 Carrera 4 Coupe Millennium Edition, number 86 of 911, 34k miles, recent tires, new coolant tank, new ignition switch, \$31,000 (760) 546-8201

2000 Boxster with 3.4L Carrera 996 engine. Silver/ Black. 77k orig miles. 55k miles on motor. Factory GT3 front bumper, carbon fiber interior, sport seats, and Carrera '02 wheels. Excellent condition. \$16,500 firm. Pierre 949-753-3094.

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2006 Porsche Carrera S CPO Seal Gray, 6 sp, 32K mi. CPO thru 6/13, 2nd CA owner. 19" Carrera Sports, Sport Chrono, PASM. \$48.5K (818) 914-8516

2010 Cayenne Transsyberia Rare Trim package. 36,000 miles. Black/Black with orange trim. Lots of goodies, Can email window sticker, \$54,995, tb911@tbsoftware.net (619) 491-0150

87 911 coupe Orig Cherry Red color. No accidents. Black interior. Rebuilt 3.6 964 motor. 285 hp to wheels on dyno. G50 trans shifts excellent. Two front oil coolers. 17" Fuchs-centered Lindsey wheels with 245 and 275 tires. Big torsion bars and Bilstein shocks. A/C blows cold and has many upgrades incl 134 conversion. Built

for daily street use and track also. \$34k Mark Kinninger (619) 733-5500

996 coupe rare arena red over savannah beige, second owner, turbo twist wheels, 1999 with 10,000 mile per year, runs smooth and strong, \$18,750. (760) 751-5436

Ferrari Testarossa 1990 26K miles, Red/Tan, 30K service done. 12 Cylinder/390HP, mint. \$65,000 (760) 787-1161

2001 911 Carrera Coupe Jungle green/light tan. Most options, well maintained, 6 speed, recent rear tires, 70k miles, \$35K, Carlsbad, CA (760) 602-0664

MERCEDES-BENZ SL500 Roadster Cnv SL 500 Convertible. Red with Hard Top and Black Soft Top. 16,000 miles. 1995 Mint condition. Best offer. (858) 454-3113

## Track/Race Cars

\$6500 944 Spe mult. past class champion. Street legal. Extensive service records. Weld in cage. Email for pictures and specs. John brachylophus@cox.net (619) 291-3906

1970 911 Race Car Set up for VARA by European Motorsports. Rebuilt LS tranny. Spare set of rebuilt Webers. Spare 2.0 T motor. Koni/Elephant suspension. Been sitting a few years. (760) 696-2966

1999 Boxster with 3.6 L Engine Built by Vision Motorsports. Time trials only and the engine has less than 20 hours. Kokeln rear wing/ GT3 lower control arms/ Tarett drop links/ Bilstein PSS9's/ AIM system Guard LSD/ Assco flywheel/ Under drive pulley/ Tech flash by Vision/ Approx 300 hp+ / Scroth belts/ Recaro pro racer seat. 56K. Contact Derrick. (714) 944-4112

## Parts

Front Wheels and Tires Falken 452 tires on Roderick RW5's 5x130 lug pattern, 235/35/19 Good tread life remaining, \$50, email josh@acmeavi.com for photos.

Motive Brake Bleeder Brake bleeder and catch bottle. \$25, 619-972-5792

964 Magnesium Cup1 RS Wheels 7.5&9x17et55 good condition no curb rash, true & straight. Very rare. 858/531-2335 \$10,500 firm. marouf\_usa@yahoo.com

986Boxster RollBar Extension BreyKrause R3010, adds 1-3/4" to roll-bar height. Fits '97-'04. Great for DE/TT/ BSX/ Track. PCA/ POC approved. List\$770, sell\$400. Pads +\$90 (List \$196) Russell@LightningMotorsports.us (858) 442-7466

Nitto NT01 (x2) - Brand New Two brand new Nitto NT01 tires size 275/35/18. Mounted once but stickers still on them. \$400 takes them. (858) 229-9730

Stand 21 Racing Suit Used 4x's. Dry cleaned. Paid \$1895, Selling \$800, 5'9"-6'1" 170-190 lbs. Sharp: Dk Blue and Ivory. Contract Derrick (714) 944-4112

1999 Boxster Wheels Fair condition. \$500. Contact Derrick (714) 944-4112

Simone 15 piece 993 body kit. \$2,900, complete, like new! front and rear bumpers. 4 front fenders, 2 rear fenders, side skirts. Engine cover, 2 wings. 993 head lights, oil coolers installed. mgagen@cox.net (619) 660-8000

New BBI Underdrive Pulley Original billet style (similar2RSS). For all 996/997/986/987 Carrera/ Boxster/ Cayman. Reduces stress on PS pump and Alternator under track

conditions and returns ~10-15hp. \$160 Russell@LightningMotorsports.us 858-442-7466

18" 993 Turbo Wheels Factory Porsche hollowspoke wheels, Two 8Jx18ET52, two 10Jx18ET40. Good condition, lightweight, includes valve stems. Also fits Boxster/Cayman/others. \$900 Russell@LightningMotorsports.us (858)-442-7466

DAS Sport bolt in roll bar for 996/997 \$550, 996 GT3 factory wheels and Nitto R rated tires. 50-70% tread left \$1200 set. Set of Fuchs 16x7 and 9" wheels with Bridgestone RE-11 tires. 80% tread left. Wheels polished and excellent. \$2200 set. Set of Fuchs centered wheels by Mirage. 17x8 and 10" wide. Fits 911SC chassis or 930. \$2000. Mark Kinninger kinninger@cox.net (619) 733-5500

Boxster Rollbar Extension Pads BreyKrauseR9050, for '97-'03 986 RollBarExtension. 6061-T6 aluminum with 3/4" high density foam padding. Powdercoated black wrinkle-finish. List\$196, sell\$90. Russell@lightning-motorsports.us (858) 442-7466

IPD Plenum Cayman S Stock cayman s exhaust--no tip--\$350, stock cayman s plenum and throttle body--\$250 (760) 473-6522

## Wanted

'65-73 911 Wanted Looking for a coupe or Targa for a reasonable price, nice example or a project considered, call (909)583-1894

looking for a 2.4 6 cil 911 targa complete engine email olivasba@hotmail.com

Wanted dead or alive 3.2 Carrera coupe. High miles ok. I also buy race cars. Mark Kinninger (619)733-5500 kinninger@cox.net



Wanted: Porsche or other car memorabilia/automobilia/parts. Also wanted, Porsche 356 or early (pre 1974) 911. John 619-667-3826 or [www.johnstraub.blogspot.com](http://www.johnstraub.blogspot.com)

WTB: 03/04 Boxster Conv Top: Looking to buy a complete convertible top from 2003-2004 Boxster, black top preferred. (619) 302-2136

WTB: Boxster third brake light oem/stock red center rear trunk 3rd brake light. (619) 302-2136

WTB: Forgestar F14 18" or 19" wheels for boxster 986, or boxster/cayman 987 offsets. Preferably titanium silver or gloss black. (619) 302-2136

WTB: Muffler/Exhaust Boxster S from 2003-2004, twin tip stock exhaust/muffler. Thanks! (619) 302-2136

## Miscellaneous

Aerial Photography and Video Low level aerial photography and High Definition video service. Remote Control Helicam allows the capturing of unique aerial photography. (858) 248-2719

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Boxster Chronograph watch (black dial, white numbers) with black leather band in original case with box and manual. Collector's item in excellent condition. Can send pictures if interested. \$400. [gotz@cox.net](mailto:gotz@cox.net)

## Business Directory

High Performance Motorsports Porsche, BMW, etc. Buy any new (Factory), used, leased, auctioned vehicles at Dealer Wholesale pricing. All Vehicles. (858) 735-1013

High Performance Motorsports Buy Porsches w inspection reports, carfax receipts under blue book. Porsches Approx 10% to 50% under KBB [www.hpmsd.com](http://www.hpmsd.com) (858) 735-1013

# August Board Meeting

## Board Minutes

The August 2013 Board of Directors meeting was held at Cathy Young's house. Board members in attendance were: Bev, Jim, Mark, Paul, Jerry, Don & Greg. The meeting was called to order at 7:08 P.M. and the July minutes and Treasurer's report were approved.

## Treasurer's Report

Paul Young. Paul will discuss with CPA about in-house bookkeeper.

## Zone Rep Report

50 years poster is selling well. Peter Porsche was very appreciative of his poster. Zone 8 rules need to be commented on. Escape 2013: Registration opens on July 15.

## Chair Reports

Autocross: AX dates approved. November 9 to be zone 8 event.

CDIs: PDS budget M/S/P

Charity: Keith's underwear approved.

Car Shows: October Park & Party – who can plan/chair. Don will find a chair for this event.

Concours: Aug 3rd Concours, Need 2014 Concours Chair.

Insurance: all insurance in place until end of Sept.

Legal Affairs: Assist in future NASNI AX Discussions

Rally: Rally school at Hoehn was great. 74 people and exceeded expectations by double. Had members from the 60s who showed up. Great job by the team. Email from a member who discussed how much fun she had at an event that she didn't want to be at. Hoehn provided a great starting point and lunch catered by Corner Bakery.

Policy/Procedures: San Diego By Laws. –m/s/p

Sponsor Liaison: Sponsors are happy with our current situation.

Social-We are close to a sell out for Padres game and will pay the final total,

## New/Unfinished Business

Incentive Program, Mark & Steve: Send electronically to board for suggestions. AX Tech Team Request - Steve m/s/p. Candidates for 2014 Don Auten, Dan Carusillo, Dave Malmberg, Javier Varon and Keith Verlaque.

## Adjournment

Thanks to Cathy for hosting. Adjournment at 9:50 P.M. The next meeting will be held September 4, at Tom and Susan Brown's home, 1805 Altamira Place, San Diego, 92103.

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Tami Ibbetson with Steve Grosekemper and his daughter, Stefanie



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| Key Position |                | \$325   |

Sizes are strictly maintained. Bleeds are available only on full or half-page ads.

### Submissions

We prefer that materials be submitted in .JPG, or .PDF formats. Please send files to [editor@pcasdr.org](mailto:editor@pcasdr.org). We reserve the right to edit or refuse to print any ad.

Deadline for submitting new ads or changing existing ads is the tenth of the month preceding the issue date.

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AX & TT Results: [results.pcasdr.org/](http://results.pcasdr.org/)  
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Forum: [forum.pcasdr.org/forum/](http://forum.pcasdr.org/forum/)  
National Calendar: [www.pca.org/calendar/pcacalendar.aspx](http://www.pca.org/calendar/pcacalendar.aspx)  
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National Classifieds: [www.pca.org/themart/themart.aspx](http://www.pca.org/themart/themart.aspx)  
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